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generating the control value $[(C_{pre})]$ of the predicted torque is generated by means of a second feedback control loop [(21)] which uses the objective value $[(Cp_{obb})]$ of the potential torque as input.

- 2. (canceled)
- (currently amended) The method of claim 1, in which wherein the first feedback loop [[(20)]] calculates an error [[(En)]] of the speed by subtracting an estimated value [[(n_{sti})]] of the current speed from the objective value [[(n_{obb})]] of the speed and calculates the control value [[(C_{ist})]] of the instantaneous torque from the error [[(En)]] of the speed.
- 4. (currently amended) The method of claim 1, in which wherein the second control loop [[(21)]] calculates an error [[(ECp)]] of the potential torque by subtracting an estimated value [[(Cp_{sti})]] of the current potential torque from the objective value [[(Cp_{obb})]] of the potential torque and calculates the control value [[(Cp_{pre})]] of the predicted torque from the error [[(ECp)]] of the potential torque.
- (currently amended) The method of claim 1, in which wherein the first control loop [[(20)]] works on the basis of the evolution of the angular position of the drive shaft [[(15)]], i.e. the variation of the magnitudes involved by the first control loop [[(20)]] is expressed as a function of the angular position of the drive shaft [[(15)]].
- 6. (currently amended) The method of claim 1, in which wherein the second control loop [[(21)]] works on the basis of the evolution of time, i.e. the variation of the magnitudes involved by the second control loop [[(21)]] is expressed as a function of time.
- 7. (currently amended) The method of claim 1, in which wherein the objective value [[(RC_{obb})]] of the torque reserve is kept constant.
- 8. (currently amended) The method of claim 1, in which wherein the objective value [[(RC_{obb})]] of the torque reserve is varied as a function of the occurrence of torque disturbances on the drive shaft [[(15)]].
- (currently amended) The method of claim 8, in which wherein the objective value
 [[(RC_{obb})]] of the torque reserve is reduced in the event of torque disturbances on the
 drive shaft [[(15)]].



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- 10. (currently amended) The method of claim 9, in which wherein the objective value [[(RC_{obb})]] of the torque reserve is reduced in a manner inversely proportional to the intensity of the torque disturbances acting on the drive shaft [[(15)]].
- 11. (currently amended) The method of claim 8, in which wherein a controller [[(25)]] of the first feedback control loop [((20)]] is able to estimate the torque disturbances acting on the drive shaft (15).
- 12. (currently amended) The method of claim 1, in which wherein the objective value $[(n_{obb})]$ of the speed and the objective value $[(RC_{obb})]$ of the torque reserve are calculated as a function of the point of operation of the engine [[(1)]] and as a function of the external requests reaching the engine [[(1)]].
- (currently amended) The method of claim 1, in which wherein the gains of controllers 13. [[(25, 26)]] of the first feedback control loop [[(20)]] and the second feedback control loop [[(21)]] are calculated on the basis of the point of operation of the engine [[(1)]].
- 14. (currently amended) The method of claim 13, in which wherein the gains of controllers [[(25, 26)]] of the first feedback control loop [[(20)]] and the second feedback control loop [[(21)]] are calculated on the basis of the point of operation of the engine [[(1)]] and the gear engaged in a gear change associated with the engine [[(1)]].
- 15. (currently amended) The method of claim 1, in which wherein the first control loop [[(20)]] controlling the generation of the instantaneous torque is adapted directly to govern the value [[(n)]] of the speed of the engine [[(1)]] and the second control loop [[(21)]] controlling the generation of the predicted torque is adapted to ensure that the first control loop [[(20)]] has sufficient margins to be able to react to the torque disturbances which may occur on the drive shaft [[(15)]].
- 16. (currently amended) The method of claim 1, in which wherein the objective value $[(n_{obb})]$ of the speed and the objective value $[(RC_{obb})]$ of the torque reserve are also calculated as a function of the thermal state of the engine [(1)].